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HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH
THE PEP Steering Committee
(Third session, 11-12 April 2005)

**PREPARATIONS FOR THE THIRD HIGH-LEVEL MEETING ON TRANSPORT,
ENVIRONMENT AND HEALTH (2007)**

Including Consideration of the Present and Future Implementation of THE PEP

Note from the secretariat

INTRODUCTION

1. THE PEP came into being as a result of a three-year intergovernmental preparatory process serviced by the secretariats of the UNECE and WHO/Europe between 2000 and 2002¹.
2. On 4 May 2001, a first High-level Meeting on Transport, Environment and Health was convened to decide on the further steps to be taken for promoting transport, sustainable for health and the environment in the region, on the basis of a background work carried out by the

¹ The Third Ministerial Conference on Environment and Health held in 1999 had mandated the WHO and the UNECE to carry out work to recommend further steps for promoting transport, sustainable for health and the environment in the region, covering also the possibility of a new legally binding instrument.

member Governments of the UNECE and WHO/Europe together with the relevant organizations². The Meeting endorsed the key challenge areas for further action identified in the report, namely integration of transport, environment and health sectors and addressing transport-related environment and health problems in urban areas. It also recognized the need to reinforce the cooperative efforts and to take steps to create further impetus for achieving sustainable transport goals in the region. It recommended, in particular, that measures be taken for merging the Vienna and the London processes, administered by the UNECE and WHO/Europe respectively, and for prioritizing the related work “for increasing visibility, quality and impact” of the work on transport, environment and health as well as for “ensuring cost-effective use of limited resources available at national and international levels. It requested, in addition, that further preparatory work be carried out to be able to decide on the appropriateness of elaborating a framework convention on transport, environment and health.

3. On 5 July 2002, Ministers and representatives of the Member States of the UNECE and WHO/Europe met for the second time in Geneva. On the basis of the further preparatory work carried out at the international level³, the second High-level meeting on Transport, Environment and Health decided to establish THE PEP to be administered under the joint auspices of UNECE and WHO/Europe. The Meeting adopted the selected priority areas and the specific actions constituting the policy framework of THE PEP as well as the institutional setting for the implementation of the activities as outlined in document [ECE/AC.21/2002/9–EUR/02/5040828/9](#) (THE PEP Work Plan)⁴. The delegations also committed to ensuring effective implementation of the Programme and support for participation of the representatives from the Eastern Europe, Caucasus and Central Asia (EECCA) and South East European countries, including through allocation of adequate resources and financial means. As regards the framework convention, the Meeting decided that negotiations should not be pursued for the time being.

4. At the second High-level Meeting, Ministers and representatives of the Member States also reserved the right to monitor the implementation of the newly established Programme deciding to “assess the progress achieved at a High-level Meeting to take place no later than 2007”⁵. It was specified, moreover, that in view of this stocktaking, “the Steering Committee

² Overview of Instruments Relevant to Transport, Environment and Health and Recommendations for Further Steps, Synthesis Report, ECE/AC.21/2001/1–EUR/00/5026094/1 was prepared in consultation with the Joint Informal UNECE-WHO Meeting on Transport, Environment and Health, which held three meetings, and with the “informal working group on gaps analysis”.

³ The Joint UNECE-WHO Ad Hoc Expert Group on Transport, Environment and Health met three times between November 2001 and May 2002.

⁴ Integration of environmental and health aspects into transport policy; demand side management and modal shift; urban transport; and “cross-cutting issues” i.e. (a) specific needs and problems of the EECCA and South East European countries and (b) sensitive areas of the region

⁵ Para. 10 of the Declaration adopted by the Second High-Level Meeting, ECE/AC.21/2002/8–EUR/02/5040828/8

will prepare an assessment of the progress made and on that basis propose new priorities and initiatives, if need be for adoption”⁶.

5. In the light of the above mandate, and with the view to reporting to the third High-level Meeting in 2007, the Committee is invited to take stock of the progress made during the first years of implementation of THE PEP, considering the overall substantive, operational, institutional and financial aspects of the programme implementation up to now, as well as provide its views on the future directions in the programme implementation. It is also expected to provide guidance to the secretariat on the preparation of the third High-level Meeting.

6. To facilitate this discussion, the secretariat has highlighted below a few key items, which the Committee may wish to reflect upon and provide its feedback on in particular. The text also reflects the considerations and recommendations made by the Bureau at its meeting on 17 December 2004⁷.

I. IMPLEMENTATION OF THE PEP WORK PROGRAMME (2003-2005)

7. The Steering Committee is invited to reflect on the implementation of THE PEP to-date and assess the extent to which it is fulfilling its mandate, i.e. is promoting sustainable and healthy transport objectives in the region, and fitting with its scope and purpose as adopted by the second High-level Meeting in 2002. It is invited in particular to reflect and provide feedback on the following issues:

A. Scope and focus

8. The Committee may wish to state whether the programme of work 2003 – 2005 has adequately:

- (a) covered all the priority areas;
- (b) represented the interests of the three sectors in a balanced way;
- (c) addressed the specific needs of the EECCA countries.

B. Participation and co ordination

9. The Committee may wish to indicate:

- (a) Whether the three sectors and the various sub-regions (EECCA, South-East

⁶ Document ECE/AC.21/2002/9–EUR/02/5040828/9 adopted at the 2nd High-level Meeting, para. 11

⁷ See also the report of the 2nd meeting of the Bureau, ECE/AC.21/2005/2-EUR/05/5046203/2

Europe, EU-25, North-America) and stakeholders have been sufficiently involved in the implementation activities;

(b) Whether there has been sufficient coordination and collaboration with other relevant organizations and entities such as the EU, ECMT, OECD AND other international processes (e.g. CEHAPE, Follow-Up to the Kiev Conference on Environment for Europe);

(c) Whether enough attention has been paid to the relevant international legislation and recommendations in place such as the UNECE Protocol and EU Directive on Strategic Environmental Assessment and the ECMT Resolution No. 2003/1 on Assessment and Decision-Making for Integrated Transport and Environment Policy.

C. Procedure

10. The Committee may wish to indicate whether the mechanisms chosen for the implementation have been adequate and whether the projects have been well prepared.

D. Organization and supervision

11. According to the provisions on the “institutional setting” adopted by the second High-level Meeting, the implementation of THE PEP is under the responsibility of the Steering Committee, which operates under the authority of the High-level Meeting on Transport, Environment and Health and is assisted by a tripartite Bureau. THE PEP Steering Committee was also entitled to establish ad hoc working groups and task forces for the implementation of the specific activities, as needed⁸. In accordance with its mandate, the Committee adopted its rules of procedure⁹ to define its working methods in more detail. The Committee, the Bureau and the ad hoc bodies are serviced by the joint UNECE-WHO/Europe secretariat. The High-level Meeting also encouraged countries together with relevant international organizations to undertake lead actor roles for the implementation of the activities, in accordance with the systems that were in place under the POJA and London Charter Processes. Finally, a system of national focal points was established to facilitate contacts and coordination between the sectors at the national level as well as between the countries of the region

⁸ Please see the Terms of Reference for the Steering Committee adopted by the second High-level Meeting (Document ECE/AC.21/2002/9–EUR/02/5040828/9, Paras. 6–12 and Annex 3.)

⁹ Rules of Procedure for the Steering Committee adopted by the Committee at its first session (Summary report of the first session of the Steering Committee ECE/AC.21/2003/6–EUR/03/5040828/6)

12. The Committee may wish to indicate:

- (a) Whether the organs involved (Steering Committee, Bureau, Advisory Bodies, Secretariat) have fulfilled their roles
- (b) Whether their working methods and rules of procedure have proved to be satisfactory and efficient, considering e.g. the frequency of the meetings; documentation (agendas, background documents, reports; rotating chairmanship for the meetings.
- (c) Whether the focal points have been performing well or need to be made more efficient and representative of the countries in the UNECE-WHO/Europe region.
- (d) Whether in accordance with the recommendation of the Bureau, further countries and organizations should be encouraged to volunteer as lead countries and, if so, suggest ways to do so.

E. Resources

13. The second High-level Meeting acknowledged the need to ensure effective implementation of the activities in THE PEP through allocation of adequate resources and financial means. It agreed, furthermore, that funds should be raised through voluntary contributions from the Member States of the UNECE and WHO/Europe and international organizations active in the areas of transport environment and health. IFIs should consider supporting the activities related to THE PEP implementation in particular in the EECCA Countries. It was also seen essential to financially support adequate participation of representatives of the countries with economies in transition in the process.

14. At its annual sessions, the Steering Committee discusses and endorses project proposals, each of which contain also estimates for the extra-budgetary assistance required for their implementation. In addition to this, upon request from the Committee, the secretariat provides it with a document summarizing the estimated overall costs for the various projects in the Committee's work programme as well as reports in detail on the availability and use of the donor support received. Accounts are also provided on the use of the regular budget within the UNECE and WHO/Europe secretariats to support the implementation of THE PEP.

15. The Committee is invited to indicate whether the resources for the project implementation have been sufficient. If not, why?

F. Impact

16. The Committee may wish to indicate whether the implementation of THE PEP to date is meeting expectations and making a difference e.g. in facilitating the integration of

health and environmental considerations into transport policies at the national level and in promoting sustainable and healthy transport solutions. Please explain why or why not.

II. FUTURE DIRECTIONS FOR THE PEP

17. In accordance with its Terms of Reference, the Steering Committee is in charge of implementing the priority activities agreed upon by the High-level Meeting on a step-by-step basis and adopt its programmes of work in accordance. As to the results of the implementation work, it is accountable to the High-level Meeting on Transport, Environment and Health, which has the right to monitor the implementation of the programme and to assess the efficiency and the value added of the activities carried out.

A. Priority areas

18. At its meeting in December 2004, the Bureau of THE PEP Steering Committee had confirmed that the broad priority areas adopted by the second High-level meeting to constitute the policy framework of THE PEP (integration of environmental and health aspects into transport policy; demand side management and modal shift; urban transport; and “cross-cutting issues” i.e. (a) specific needs and problems of the EECCA and South Eastern European countries and (b) sensitive areas of the region) are still valid and require no major changes.

19. The Committee may wish to indicate if the priority areas continue to be valid or would require any amendments? If yes, please justify.

B. Programme of work 2006-2007

20. Building on its stocktaking of the implementation of THE PEP, The Committee is invited to discuss and endorse its work programme for the next biennium, 2006-2007. It may choose in accordance to continue the implementation of the activities in its current programme of work or re-prioritize work. Delegations can also refer to THE PEP Work Plan¹⁰ and propose new activities to be inserted in the work programme for consideration by the Committee. To allow endorsement of the possible new activities proposed by the delegates, the Committee should be provided with the necessary information on their objectives, expected outcomes, estimated costs and adequate financing. In general terms, the Committee should ensure that the implementation of the programme of work as a whole is feasible in terms of the resources available and foreseen for the next biennium for all the activities therein.

¹⁰ Document ECE/AC.21/2002/9–EUR/02/5040828/9, adopted by the 2nd High - level Meeting

21. The Committee may also wish to consider and comment on the recommendations of the Bureau on this item: The Bureau recommended that the limited financial and human resources available be used for the implementation and further development of the present activities. Specific proposals from the members of the Bureau included, giving further consideration to the means for implementing the project on indicators for integration of transport, environment and health. The Bureau also suggested that more emphasis should be given to the management of the demand for transport, as this priority area had received relatively little attention during the first two years of the programme implementation. It proposed, furthermore, to give further emphasis on and possibly extend the project on eco-driving that has been led by the Netherlands. The Bureau called for caution in launching new projects unless appropriate resources are ensured for their implementation. Should new activities be considered, however, priority should be given to those addressing the needs of the countries in the EECCA and South-East Europe.

C. Possible new financial arrangements

22. Member States and relevant organizations have been invited to contribute financially or in-kind to the implementation of the projects approved by the Steering Committee. During the first years of the Programme implementation, however, financial and in-kind resources have been made available by a relatively limited number of donor countries, and they have been earmarked for the most part for the Clearing House project¹¹.

23. At its meeting in December, the Bureau encouraged finding ways to ensure a more permanent flow of required extra-budgetary resources for the implementation of THE PEP from a larger number of member States. The Committee is invited to discuss and agree upon ways for improving the sustainability of the resources. Delegates may wish to investigate potential opportunities for harnessing national development funds for the implementation of those projects that target in particular the transition countries of the region. Opportunities of engaging support provided by International Financial Institutions and the relevant mechanisms of the European Union should also be further examined. To prepare for the discussion on this item, the delegates are also invited to refer to document ECE/AC.21/2005/12 - EUR/05/5046203/12 prepared by the secretariat.

24. Consideration should also be given to alternative sources and mechanisms of funding. This also includes additional regular budget allocations for the secretariats administering this inter-sectoral programme starting with the budget cycle of 2006-2007, not only to ensure an

¹¹ For details on the resources made available and further required, please see document ECE/AC.21/2005/12 - EUR/05/5046203/12 prepared by the secretariat.

adequate level of secretariat resources to service the implementation of THE PEP work plan efficiently, but also to ensure that the costs for the operation of THE PEP Clearing House can be covered on a stable and predictable basis as of 2006¹². Based on the decisions taken by the Committee at its present session, the secretariats could be requested to ensure appropriate follow-up action and inform the relevant supervisory organs of UNECE and WHO/Europe in this respect.

III. PREPARATION OF THE THIRD HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH (2007)

A. Date and venue of the third High Level Meeting

25. The Committee is invited to discuss the date and the venue of the third High-level Meeting on Transport, Environment and Health. In accordance with the recommendations of the Bureau, and with a view to maximising the high-level participation from all of the three sectors as well as the visibility of the event, the Committee may wish to consider the possibilities of holding it back to back to related high-level meetings being scheduled for 2007 (e.g. Mid-term review meeting of the Environment and Health process, 6th Ministerial Conference "Environment for Europe", Ministerial Council meeting of the European Conference of Ministers of Transport, ECMT).

B. Possible topic(s) for the third High Level Meeting

26. The choice of main substantive contents of the Meeting is a factor of utmost importance in determining the participation from Ministers and other high-level participants at the third High-level Meeting.

27. In accordance with the recommendations of the Bureau, the Committee is invited to discuss and agree upon a preliminary list of possible main topics and expected outcomes for the third High-level Meeting. To this end, the delegations are encouraged to bring forward proposals for such topics, following prior consultations in the capitals and in common agreement with the relevant sectors and stakeholders at the national level. These proposals should be sent to the secretariat by mid - March 2005.

28. Representatives from the EECCA countries are invited in particular to express their needs and propose topics to be addressed by the High-level Meeting that address their priorities and concerns.

¹² For details refer to paragraphs 18-35 of document ECE/AC.21/2005/12-EUR/05/5046203/12 on resources.

29. The Meeting should address issues that are in the field of the competency and of relevance for the participants from transport, environment and health sectors.

30. The Bureau considered essential that the topics to be discussed would bear a positive message, focusing for instance on transport policies, which besides improving mobility and accessibility of people are good for environment and health, and propose ways for ensuring that these policies receive more consideration through cross-sectoral integration.

31. The topics to be considered should have a linkage with the priority areas for THE PEP: cross-sectoral integration, urban areas, and management of demand for sustainable modes of transport.

32. Environmental and health effects related to transport in urban areas, for instance, is a highly topical and multi-faceted theme, in relation to which the Committee may wish to consider drawing attention to one or several aspects in particular. While being a prerequisite for the functioning of a city, urban transport is also increasingly threatening the life and environment of its citizens, via growing air pollution, noise and traffic accidents. The urban transport related trends are of particular concern in the EECCA and South East Europe, where the increase of private motorization is very sharp and accompanied by a decline of public transport. The health and environment consequences of these trends in the EECCA region were presented in detail in the background paper drafted for the Moscow workshop¹³. Urban areas could be interesting to discuss also because it is where there is the largest potential for a modal shift towards public transport, and walking and cycling. Finally, it is often in the urban areas where the attempts to improve the cooperation and coordination between the local, regional and national levels of government and the relevant sectors may be particularly challenging.

C. Evaluation of THE PEP implementation

33. The outcomes of the discussions by the Steering Committee, at its third session, on the progress made in the implementation of THE PEP (the stocktaking) and the future directions it should adopt, will be fed into the report to be prepared for the consideration of the third High Level Meeting.

34. The Committee is also invited to discuss and provide guidance on the methodology for assessing the progress made and on the format of reporting to the High-level Meeting.

¹³ “Overview of the environmental and health effects of urban transport in the Russian Federation and the other EECCA countries” (document EUR/05/50462035–ECE/AC.21/2005/5) presented at the joint ECMT–THE PEP Conference on implementing sustainable urban travel policies in Russian and in other CIS countries, 30.9-1.10.2004

35. In accordance to the preliminary discussions by the Bureau, the evaluation could include an appraisal of the degree of implementation of the specific projects and activities endorsed by the Steering Committee and of the extent to which they have delivered the expected outputs, by identifying appropriate performance indicators.

36. Moreover, the Bureau stressed the importance of obtaining specific feedback in particular from the EECCA and south Eastern European countries regarding the extent to which THE PEP has addressed their needs and facilitated the integration of health and environmental considerations into transport policies at the national level.

37. The evaluation should also focus on the programme's capacity to coordinate and collaborate at the international level, with other relevant organizations and entities such as the EU, ECMT, OECD, and other international processes (e.g. CEHAPE, follow-up of the Kiev conference on Environment for Europe) and with respect to relevant international legislation in place such as the UNECE and EU regulations on Strategic Environmental Assessment.
